

## LINK AND PIN.

### MERGING OF TWO ROADS.

New York—The Evening Post has the following:  
President Burt of the Union Pacific and President Hays of the Southern Pacific, together with Secretary Miller of the Union Pacific, who have been traveling together from the far west, were at their offices in this city today. Both officers have been inspecting the Central Pacific and other divisions of the Southern Pacific and will submit their recommendations for improvements and means of operation. Both officers will remain here at least until after the annual meeting of the Southern Pacific which will be held on April 3.

Union Pacific officials will be elected into the Southern Pacific board at this meeting. The present board consists of eleven members, with one vacancy, and it is probable that the new directors to be elected will constitute a majority of the board. Since the last annual meeting of the board has been netively reconstructed, August Belmont, J. O. Mills, John W. Mackay, J. B. Haggin, going into the board last summer at the request of C. P. Huntington, not long before his death, together with C. H. Tweed, E. Hawley and J. D. Probst. President Hays and James Speyer were elected in the fall.

Besides Chairman Harrison, of the Union Pacific, it is probable that Otto H. Kuhn, of Kuhn, Loeb & Co., George Gould of the Missouri Pacific and Jas. Stillman will go into the Southern Pacific board.

The Mail and Express discussing the announcement that George Gould is to enter the Southern Pacific directorate, says:

"This is what Mr. Gould referred to some time ago when he said that still larger deals than any that had been put through were coming. If the proposed harmony of relations is established it will enable the Missouri Pacific and affiliated lines to secure better terms on through traffic to the Pacific coast. On the north, the Missouri Pacific's business will go over the Denver & Rio Grande to Ogden and thence over the Central Pacific to San Francisco. On the south, traffic will go over the Texas & Pacific to El Paso and thence over the Southern Pacific to California points."

### SWITCH ENGINE RUNS INTO WAGON LOAD OF PEOPLE.

At about 11 o'clock yesterday morning a Santa Fe switch engine ran into a vehicle containing a Mexican man and five women near the county hospital. The horse hitched to the vehicle was killed, the wagon was demolished and the occupants were scattered over the ground. The man escaped unhurt but the women were all more or less injured.

The party was on the way from El Paso to the smelter and were crossing the Santa Fe track near the hospital when the engine came around a curve and was upon them before the horses could be turned back to the road.

Dr. L. G. Gial, of the county hospital, came out to the scene of the accident and attended to the injured women, after which they were taken to their homes at the smelter.

There seems to be no danger of any of the injured women dying but the extent of their injuries is hardly known and some may be more seriously injured internally than has yet been ascertained.

Witnesses to the accident say the place where the accident occurred is a dangerous spot, and the obstructing hill should be cut down or some warning given of the approach of trains.

### FIRST OVER COAST LINE.

Excursion Agent Johnson passed through this morning on his way from Washington to San Francisco. He brought in eight passengers, and left two here and picked up a half dozen at this place. He says he brought Conductor Sullivan and brakeman Higgins, of this city, who left here on the Sunset Limited, from San Antonio this way until they met No. 10, and they had to go back on it. From some cause they had been obliged to run clear through to San Antonio on the Limited and then after getting started home they were ordered to double back on No. 10.

Mr. Johnson will be the first excursion agent of those who pass through here to go over the new coast line of the S. P., and the first to get that stop over three hours in Los Angeles, which is caused by the shortening of the distance between Los Angeles and San Francisco.

### SUNSET'S NEW ENGINES.

Eight locomotives are now being built by the Cooke Locomotive & Machine company for the Southern Pacific. They are all passenger engines of the ten-wheel type and are all alike, with the exception that four have piston valves and four have American balance slide valves.

The total weight of each engine is 173,000 pounds, of which 134,000 pounds are carried by the driving wheels. The cylinders are 20 by 28 inches. The boiler is of the extended wagon-top type, radial stayed. The boiler diameter at the first course is 66 1/2 inches and the pressure carried will be 200 and two inches in diameter. The fire-box is 108 1/2 inches in length by 40 1/2 inches in width, affording a heating surface of 173.66 square feet. Tube heating surface amounts to 2,355.34 square feet, making the total heating surface 2,499 square feet.

### REAR END COLLISION.

Extra train 2131, east bound, ran into extra train 951, also east bound, between Marathon and Haymond on the G. H. last night. The engine of train 2131 was considerably disabled, the caboose of train 951 was smashed and six cars of that train were derailed, while the track was badly torn up for quite a distance.

Engineer Johnson was in the cab of the engine of train 2131 and Conductor Moyer was in the caboose of that train. Conductor Ruttermund was in the caboose of 951, but if anything was hurt, the fact was not reported at this end. Particulars of the cause of the accident could not be learned. It may have been the fault of the crew of either of the two trains, or of the person giving the crews their orders.

### AFFLICTION OF JOB.

J. C. Maloney, a good natured switchman of the G. H., at this place is the butt of many jokes now, just because he has a boil on his neck. Isn't it strange how prone we are to laugh at the man who suffers with a boil? Some of the boys say he got too stingy to buy collar buttons and is raising the boil to use as one. Others say he has done something which makes him ashamed to look his fellow man in the face, for he goes along the street looking down at the walk. Mr. Maloney is taking a lay-off so that he can better humor the whims of this affliction of Job.

### ROAD TO LA CANANEAS.

President Greene of the Greene Consolidated Copper company has purchased the necessary steel rails for thirty-seven miles of railroad from Naco to the Cananeas camp. There is some belief that the Southern Pacific intends to run a line from Cochise station to Pearce, Turquoise, Tombstone, and Naco, there to connect with the Greene Consolidated Copper company's line. The G. C. C. company would be a great feeder to such a line and it is a known fact that the other points have been for years, especially Tombstone and Pearce.

### FOR THE ROCK ISLAND.

A coach load of negro laborers got off the P. V. & N. E. train at Hereford on Tuesday, and 55 more on Wednesday, and left for the "front" on the line of the Rock Island extension. Ten car loads of street railway iron, a large number of cars, and a steam shovel also arrived there recently and are being hauled across the country, ninety miles in wagons. The iron is to be used for laying tracks in the big cuts on which small cars are to be run for carrying dirt and rocks out of the cuts.—Roswell Register.

### THE BIG BUG RAILROAD.

Arizona is to have a railroad called the Big Bug road. It will run from the Prescott & Eastern to a point near Huron up Big Bug creek to the Poland & Hamilton mine and will be six miles in length. It will tap and open up a rich mining district and will give a further impetus to mining in an already active and prosperous district. The right of way for the entire length of the road has been secured and the construction will be commenced soon and the work pushed rapidly through to completion.

### SPARKS FROM THE ENGINE.

Savis Sotellia, a G. H. yard man is on duty on account of being sick.

M. J. Kingsbury, night yardmaster of the G. H., left last night for eastern Texas on business.

William Culver, a carpenter in the G. H. shops, returned to work yesterday after being off sick a few days.

J. E. Elder has resigned his position as fireman for the G. H.

George Wheeler and Fred Giroux, G. H. conductors, took a trip off to be at home when the primaries occurred.

Conductor Ennis of the G. H. is taking a few days vacation.

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Help Wanted—Page Seven.

Emperor William has decided that the Berlin monument of Richard Wagner is to be placed in the Thiergarten strasse. It is to be chiefly of marble and the cost will exceed \$25,000. Designs for the monument, for which four prizes are offered must be sent in by June 1.

### LIVE RAILROAD NEWS FROM WILLIAMS, ARIZ.

Special to The Herald.

Several official changes are rumored on the Albuquerque division, Santa Fe Pacific, taking effect April 1. I. L. Hebbard superintendent, being relieved by S. G. Ayers from La Junta, formerly trainmaster at San Marcial, N. M., reported Mr. Hibbard goes to San Jaquin division. D. A. Shope, foreman bridges and building has resigned. Wm. Crowley roadmaster, being relieved by a man from the main line. Mr. Crowley has been on this road for the past fifteen years and is one of the very best men in his line in the west and it is hoped he will get located on a road where ability will be rewarded.

The Santa Fe, Prescott and Phoenix railway have contracted to J. W. Thurber, the work for constructing 23 miles of road leaving their main line near Cedar Glade, bearing to the east, and again striking the main line at a point three miles south of Ash Fork work has been under way for the past month and the heaviest part of the work completed this cut off will not shorten the road but lessens the grade of the old road from Rock Butte for six miles south has always been a very dangerous piece of road in the territory "up to the completion of work on the narrow gauge from Clifton to Morenci," being a 3 1/2 per cent grade, the new work will reduce this to less than a one per cent increasing the tonnage hauled and decreasing operating expenses by such an amount that the new work will be paid for in two years by decreased expenditure.

Since the building of the Santa Fe, Prescott and Phoenix road a cropping of quartz has been noticeable from the track at a point near Cedar Glade. It has been frequently talked of by passengers and train men but no one has ever mustered sufficient courage to do any prospecting until very lately, when eastern parties started sinking a shaft up to this writing am unable to learn what success has been met with, but from other minerals in adjacent counties should judge that copper will be struck. The shaft is being sunk some thirty miles northwest of Jerome.

John H. Long who some six years ago left the S. P. as train conductor, has been with the Santa Fe Pacific railway for the past two years and half, has resigned and with his wife will arrive in El Paso this week to visit among old friends.

### Hammett's Victory

(Continued from First Page.)

particular person selected for the office.

C. E. Kelly or W. H. Shelton may be the next city treasurer, although Mr. Fassett is making a hard fight to be his own successor. There are others also after the position.

No one seems to be slated for the city electrician's job and it is not known whether the present incumbent will be allowed to hold over or not.

The names of all the prospective aldermen could not be learned today. In the fourth ward Brunner and Stewart delegates were elected but it is probable that one of these may not run.

In the second ward D. M. Payne is one of the possibilities and in the third Pennebaker and Baum are regarded as certainties. The names of the first ward aldermen could not be learned. The first went for Caples, but it is unlikely that Ogden and Clifford will hold over. Look is looked upon as a possibility.

It is alleged that it will be necessary to throw out some of the holdover aldermen from the first and fourth wards and substitute Hammett men for them as with four opposing aldermen from these wards the council would be tied up and Hammett would be unable to carry out his own ideas for the benefit of the city.

### A Tribute to Major Hammett.

"If the people of El Paso elect Mr. Hammett mayor they will have the most progressive and energetic man that I know of in this country."

So spoke L. C. Nelson of St. Louis. Mr. Nelson was for many years the president of the Central National bank of St. Louis until his private interests required so much of his time he was compelled to retire from the banking business. He is a millionaire with extensive business interests in St. Louis and in many parts of this country. He and Mr. Hammett have been intimate friends for many years, and to The Herald reporter he paid the man who achieved such a signal triumph at last night's primaries, a most glowing tribute.

"I cannot say anything to strong for Major Hammett," he said. "I have known him for twenty-five years during his residence in St. Louis. I have had business dealings with him to the extent of a million dollars with only a verbal contract back of it, and I never had a disagreement or difficulty with him in my life. He was always right up and square to the mark. I know him better than anyone in El Paso can possibly know him and in my opinion he is today doing more for El Paso than El Paso can ever do for him."

"I told him twelve years ago that I thought this town would be a city; I still think so. I think it will be a bigger city than Los Angeles, Cal. I am investing my money here and I know that my brother-in-law, Captain Leonard, president of the Central National bank, of St. Louis and our friends will invest their money here, but it depends entirely upon his election. If the people of El Paso don't want the town to grow my money don't come here."

"I told Hammett on Saturday that if he was elected mayor, Captain Leonard would send down \$150,000 for investment as soon as he wrote for it on my recommendation. Ex-Governor Staples is also a brother-in-law of mine and is worth half a million. There is \$300,000 or \$400,000 of \$100,000 of now that will come here for investment and as we have some following it will not stop there."

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fairs such as Mr. Hammett is, this town will become a larger city than Los Angeles. You have the natural advantages now for it and the town is not doing one-fourth of the business it should and will. I would rather a son or friend of mine should take his chances in El Paso than any other place I know of.

"Mr. Newman, of the Lowdon National bank, has a clipping of an interview had with me when I was down here a number of years ago to inspect the White Oaks road, in which I predicted what this city would be and what that road would accomplish. I made a report on it to my friends and they said it was wild. Mr. Eddy has told me since that I did not tell one-fourth of what that road is doing today. It has got to grow and if you will give it a chance, and in the election of Mr. Hammett the people of El Paso will choose the best man that I know of to give it that chance."

### Primary Notes.

The methods of the old gang and the mistakes its leaders have continuously made during the past month have been likened to "school boy politics." Real politicians, many of whom now reside in the city, say that the movements and machinations of the leaders of the old gang were ridiculous and their most elaborate schemes were so simple that the glance of a child could penetrate them and discover their mysteries. They allege that the thing last night was too easy.

An air of absolute dejection pervaded the police department this morning. Nearly all the officers expect to lose their jobs and they are gloomy as a consequence.

The funniest thing at the primaries occurred when Charley de Pat and Pat Dwyer got together after the battle of Waterloo and said:

"The most outrageous methods have been employed in this election that we have ever seen. The Hammett crowd have employed the most corrupt methods on record in the history of the city."

"Who hit HITL" is the question that is being frequently asked today. The fight between HITL and the Alderete boys was merely an incident of the election. Some say a spittoon was thrown; some say a brick.

City Clerk Ben Catlin is still endeavoring to succeed himself.

Fifty-eight delegates chosen at last night's primaries will hold a caucus tonight at the Shelton hotel at 8:30 o'clock where all differences will be adjusted and arrangements made for harmonious work.

Beaver have become so numerous in the southern part of Colorado that the ranchmen want them killed off to save their property.

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